

Table 2-H-17
Sacramento to Bakersfield – High-Speed Train Station Evaluation Matrix
Bakersfield to Los Angeles Stations

Station = Station Carried Forward

Station = Station Eliminated

Primary or Secondary Reason for Elimination

Evaluation Criteria	Truxton	Golden State	Bakersfield Airport	Bakersfield West
<i>Maximize Ridership/Revenue Potential.</i>				
Travel Time	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Population/Employment Catchment	4	4	2	2
<i>Maximize Connectivity and Accessibility.</i>				
Intermodal Connections	<ul style="list-style-type: none"> ▪ Downtown location. ▪ Freeway access: SR99 is located about 2 miles west of site. SR58 is located about 1.5 miles south of site. ▪ Street access: Site has good north-south and east-west connections via the existing downtown street grid. ▪ Parking: Land is available for the construction of parking structures. ▪ Transit: Site could be served by expansion of existing transit routes. ▪ Other rail: New Amtrak station is at same location and is sited to the north of the existing BNSF tracks. 	<ul style="list-style-type: none"> ▪ Downtown location. ▪ Freeway access: Route 204 turns into an arterial in the vicinity of the station site. Site is also in close proximity to Route 178. ▪ Street access: Site has good north-south and east-west connections via the existing downtown street grid. ▪ Parking: Parcels could be assembled for the construction of parking structures. ▪ Transit: Site could be served by expansion of existing transit routes. ▪ Other rail: None. 	<ul style="list-style-type: none"> ▪ Outlying location. ▪ Freeway access: Site is located just west of SR99. ▪ Street access: Site is located just south of Seventh Standard Road and also has existing north-south connections to the downtown core. ▪ Parking: Land is available for provision of parking facilities. ▪ Transit: Would require provision of new transit links to downtown and airport. ▪ Other rail: None. 	<ul style="list-style-type: none"> ▪ Outlying location. ▪ Freeway access: Site would be located in proximity to Stockdale Highway, which connects to I-5. Site would also be located in close proximity to potential new east-west highway currently under study. ▪ Street access: Site would be located in general vicinity of Stockdale Highway and Nord Avenue. ▪ Parking: Land is available for provision of parking facilities. ▪ Transit: Would require provision of new transit links to downtown and airport. ▪ Other rail: None.

Evaluation Criteria	Truxton	Golden State	Bakersfield Airport	Bakersfield West
	4	3	2	2
<i>Minimize Operating and Capital Costs.</i>				
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Operational Issues	<ul style="list-style-type: none"> Accessing the site via the existing BNSF alignment would yield an east-west station orientation and a stopping track configuration. Accessing the site via a new alignment along Union Avenue would yield a north-south station orientation and allow for a high-speed, through track configuration. Railroad interactions: Either alignment configuration would need to allow for BNSF and Amtrak movements through the site. 	<ul style="list-style-type: none"> Alignment would parallel existing UP and would allow for a high-speed, through track station configuration. Compatibility/interface issues with existing freight along UP. Connection from UP alignment to BNSF alignment to the southeast of the station site may be problematic. Train speed through downtown area may be constrained for environmental reasons. 	<ul style="list-style-type: none"> Alignment would parallel existing UP and would allow for a high-speed, through track station configuration. Compatibility/interface issues with existing freight along UP. 	<ul style="list-style-type: none"> New alignment would allow for a high-speed, through track station configuration.
Construction Issues	<ul style="list-style-type: none"> High water table – irrigation canals cross site. Union Avenue alignment would have major impacts upon existing development along the corridor. 	<ul style="list-style-type: none"> High water table. Would require parcel assembly and demolition of existing structures. Constrained urban site. 	<ul style="list-style-type: none"> Relatively straightforward, open-field construction. High water table. 	<ul style="list-style-type: none"> Straightforward, open-field construction at station site.
Capital Cost	Relatively high.	Relatively high.	Moderate.	Moderate

Evaluation Criteria	Truxton	Golden State	Bakersfield Airport	Bakersfield West
Right-of-Way Issues/Cost	<ul style="list-style-type: none"> ▪ Adjacent to existing Amtrak station site in downtown location. ▪ Site purchase price is expected to be high. 	<ul style="list-style-type: none"> ▪ Downtown site, which would require parcel assembly and demolition of existing low-end land uses. ▪ Site purchase price is expected to be high. 	<ul style="list-style-type: none"> ▪ Open-field construction. ▪ Site purchase price is expected to be low. 	<ul style="list-style-type: none"> ▪ Open-field construction ▪ Site purchase price is expected to be moderate to high.
	2	2	4	4
<i>Maximize Compatibility with Existing and Planned Development.</i>				
Land Use Compatibility and Conflicts				
Percent of Conflicting Existing Land Uses (Residences, Institutions, Recreational Areas, and Open Space) within Station Area	23.39	57.48	13.71	96.67
Primary Land Uses (acreage) within station area	Commercial (87); Industrial (158); Mixed Use (139); Residential (76)	Commercial (81); Industrial (83); Institutional (107); Open Space (74); Residential (105)	Commercial (363); Residential (69)	Residential (486)
	4	3	5	1
Visual Quality Impacts				
Percent of Visually Sensitive Existing Land Uses (Residential, Institutional, Recreational Areas, and Open Space)	23.39	57.48	13.71	96.67
Number of scenic corridor and scenic river crossings	0	0	0	0
	4	3	5	1
<i>Minimize Impacts on Natural Resources.</i>				
Water Resources Impacts				
Number of Natural Stream	0	1	0	0
Number of Wetland Crossings	0	0	0	0
Total Acreage of Wetlands within Station Area	0	0	0	0
	5	1	5	5

Evaluation Criteria	Truxton	Golden State	Bakersfield Airport	Bakersfield West
Floodplain Impacts				
Number of FEMA Floodplain Crossings	1	1	0	0
Total Acreage of FEMA Floodplain Crossings within Station Area	6.19	58.39	0	0
	4	1	5	5
Threatened & Endangered Species Impacts				
Count of Species	0	0	1	2
Acreage of Sensitive Habitat within Station Area	0	1.89	0	0
	5	4	4	3
<i>Minimize Impacts on Social and Economic Resources.</i>				
Environmental Justice Impacts (Demographics)				
Minority Within 1,400' Buffer – 1990 Population	5361	0	0	0
Low Income Within 1,400' Buffer – 1990 Households	222	0	0	0
	1	5	5	5
Farmland Impacts				
Total Acreage of Important Farmlands Within Station Area (Prime, Unique, and Statewide Importance)	0	0	244.52	405.68
	5	5	3	1
<i>Minimize Impacts on Cultural Resources.</i>				
Cultural Resources Impacts				
Number of National Register Resources Within Station Area	0	0	0	0
	5	5	5	5
Parks & Recreation/Wildlife Refuge Impacts				
Count of Parks/Recreation Areas	0	4	0	0
Total Acreage Parks/Recreation Areas in Station Area	0	25.47	0	0

Evaluation Criteria	Truxton	Golden State	Bakersfield Airport	Bakersfield West
	5	1	5	5
<i>Maximize Avoidance of Areas with Geologic and Soils Constraints.</i>				
Soils/Slope Constraints				
Not a Distinguishing Factor				
Seismic Constraints				
Not a Distinguishing Factor				
<i>Maximize Avoidance of Areas with Potential Hazardous Materials.</i>				
Hazardous Materials/Waste Constraints				
Not a Distinguishing Factor				

1 2 3 4 5

Least Favorable

Most Favorable

Table 2-H-17 continued
Sacramento to Bakersfield – High-Speed Train Station Evaluation Matrix
Bakersfield to Los Angeles Stations

Station = Station Carried Forward

Station = Station Eliminated

Primary or Secondary Reason for Elimination

Evaluation Criteria	Bakersfield East	Old Amtrak	Bakersfield South
<i>Maximize Ridership/Revenue Potential.</i>			
Travel Time	Not Applicable	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable	Not Applicable
Population/Employment Catchment	2	3	2
<i>Maximize Connectivity and Accessibility.</i>			
Intermodal Connections	<ul style="list-style-type: none"> Outlying location. Freeway access: Site would be located immediately north of Route 58 freeway near the intersection of Edison Highway and Edison Road. Street access: Site would be accessible via Edison Highway and Edison Road. Parking: Land is available for provision of parking facilities. Transit: Would require provision of new transit links to downtown and airport. Other rail: None. 	<ul style="list-style-type: none"> Near downtown location. Freeway access: SR99 is located less than one mile west of site. SR58 is located about 1.5 miles south of site. Street access: Site has good north-south and east-west connections via the existing downtown street grid. Parking: Land is available for the construction of parking structures. Transit: Site could be served by expansion of existing transit routes. Other rail: This site was formerly Amtrak's terminal station for San Joaquin service until the move to S71 Bakersfield Truxton site. 	<ul style="list-style-type: none"> Outlying location. Freeway access: Site would be located immediately west of SR99. Site would also be located in close proximity to Taft Highway. Street access: Site would be located west of SR99 and south of Taft Highway. Parking: Land is available for provision of parking facilities. Transit: Would require provision of new transit links to downtown and airport. Other rail: None.
	2	3	2

Evaluation Criteria	Bakersfield East	Old Amtrak	Bakersfield South
<i>Minimize Operating and Capital Costs.</i>			
Length	Not Applicable	Not Applicable	Not Applicable
Operational Issues	<ul style="list-style-type: none"> Alignment would parallel existing UP and would allow for a high-speed, through track station configuration. Compatibility/interface issues with existing freight along UP. 	<ul style="list-style-type: none"> Access to the site would be via the existing BNSF alignment and would yield an east-west station orientation and a stopping track configuration. Railroad interactions: The alignment and station configuration would need to allow for BNSF and Amtrak movements through the site. 	<ul style="list-style-type: none"> New alignment would allow for a high-speed, through track station configuration.
	2	2	4
Construction Issues	<ul style="list-style-type: none"> Straightforward, open-field construction at station site. 	<ul style="list-style-type: none"> High water table. Existing yard but would require demolition of some existing structures. 	<ul style="list-style-type: none"> Straightforward, open-field construction at station site.
	4	3	4
Capital Cost	Low.	Relatively high.	Moderate
	4	2	3
Right-of-Way Issues/Cost	<ul style="list-style-type: none"> Open-field construction. Site purchase price is expected to be low. No existing utilities. 	<ul style="list-style-type: none"> On site of old Amtrak station. 	<ul style="list-style-type: none"> Open agricultural land on new alignment. Site purchase price is expected to be moderate to high.
	4	3	4

Evaluation Criteria	Bakersfield East	Old Amtrak	Bakersfield South
<i>Maximize Compatibility with Existing and Planned Development.</i>			
Land Use Compatibility and Conflicts			
Percent of Conflicting Existing Land Uses (Residences, Institutions, Recreational Areas, and Open Space) within Station Area	31.11	58.74	0
Primary Land Uses (acreage) within station area	Commercial (229); Farmlands/Agriculture (64); Residential (155)	Commercial (48); Institutional (52); Residential (232); Transportation (107)	Farmlands/Agriculture (490)
	4	3	5
Visual Quality Impacts			
Percent of Visually Sensitive Existing Land Uses (Residential, Institutional, Recreational Areas, and Open Space)	31.11	58.74	0
Number of scenic corridor and scenic river crossings	0	0	0
	4	3	5
<i>Minimize Impacts on Natural Resources.</i>			
Water Resources Impacts			
Number of Natural Stream	0	0	0
Number of Wetland Crossings	0	0	0
Total Acreage of Wetlands within Station Area	0	0	0
	5	5	5
Floodplain Impacts			
Number of FEMA Floodplain Crossings	1	0	0
Total Acreage of FEMA Floodplain Crossings within Station Area	24.40	0	0
	3	5	5

Evaluation Criteria	Bakersfield East	Old Amtrak	Bakersfield South
Threatened & Endangered Species Impacts			
Count of Species	4	0	1
Acreage of Sensitive Habitat within Station Area	0	0	0
	1	5	4
<i>Minimize Impacts on Social and Economic Resources.</i>			
Environmental Justice Impacts (Demographics)			
Minority Within 1,400' Buffer – 1990 Population	0	80	0
Low Income Within 1,400' Buffer – 1990 Households	0	0	0
	5	4	5
Farmland Impacts			
Total Acreage of Important Farmlands Within Station Area (Prime, Unique, and Statewide Importance)	387.44	0	0
	2	5	5
<i>Minimize Impacts on Cultural Resources.</i>			
Cultural Resources Impacts			
Number of National Register Resources Within Station Area	0	0	0
	5	5	5
Parks & Recreation/Wildlife Refuge Impacts			
Count of Parks/Recreation Areas	0	0	0
Total Acreage Parks/Recreation Areas in Station Area	0	0	0
	5	5	5

Evaluation Criteria	Bakersfield East	Old Amtrak	Bakersfield South
<i>Maximize Avoidance of Areas with Geologic and Soils Constraints.</i>			
Soils/Slope Constraints			
Not a Distinguishing Factor			
Seismic Constraints			
Not a Distinguishing Factor			
<i>Maximize Avoidance of Areas with Potential Hazardous Materials.</i>			
Hazardous Materials/Waste Constraints			
Not a Distinguishing Factor			

1 2 3 4 5
Least Favorable Most Favorable